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Abstract

In a fuel supply device 1 in which high-pressure fuel in the inside of a common rail 2 which accumulates the high-pressure fuel supplied from a fuel pump 6 under pressure is supplied to an internal combustion engine by fuel injection valves, and the fuel pump 6 includes a plurality of high-pressure plungers 61 to 64 whose high-pressure-fuel injection timings are shifted from each other, a portion or all of high-pressure pipes 11 to 14 which connect fuel outlet ports 6P1 to 6P4 of high-pressure plungers 61 to 64 with the common rail 2 are connected with each other by connection pipes 30 to 33 thus establishing a state in which the high-pressure fuel from substantially one high-pressure plunger is supplied using the plurality of high-pressure pipes whereby the elevation of fuel pressures in the inside of the high-pressure pipes can be suppressed.